SIX NATIONS IN AUTO CUP RACK

CLASSIC MOTORING EVENT TO BE

RUN JULY 5.

America, France, Germany, England,
Austria and Italy to He Represented in Annual Contest for Bennett Trophy
Over the Auvergne Course in France.
With six countries as contestants, each being represented by a full team of three cars, the sixth contest for the James Gordon Bennett international automobile trophy will be run on July 5 over the Auvergne circuit in France. Thery, who won last year with a France. They, who won last year with a France. They, who won last year with a France. They, who won last year with a France in Fran

		THE BUT	HIRS IN DETAIL.	*	
		Name of	Nationality of		Order
Country.	Car.	Driver.		Color.	Star
France	Richard Brasier		French		
England	.Napier,	Earp	English	Green	
		Jenatzy	Belgtan	White	**********
Italy	Flaterpresenter	I.ancia	Italian	Black	
Austria	Mercedes	Durton	English	DIACK AND TELL	OW
America		Callois	French	Rimo	
France	Hichard Graster	Dianchi	English	Green	*********
Germany	Plat	Cagno	Italian	Black	
Austria	Pane Toledo	Dingley	Americau	Red	
France	De Dietrich	Duray	French	Blue	
	Walsalay	Rolls	English	Green	
England	Mercedes	Werner	American	White	
Italy	FIRE COLUMN TO THE PARTY OF THE	Nazzari		DIACK	
Austria	Mercedes	Hery nomou	s Austrian	Black and Yell	OW
America	Locomobile	Tracy		Red	

German team, among whom is Jenatzy, winner of the contest in 1993, held in Ireland.

For numerous reasons the American team's chances are not very highly thought of. In the first place American drivers lack the long experience with racing cars which long experience with racing cars which counts so heavily in such affairs. The Vanderbit race on Long Island last year was the first and only big read race held in this country. The Stars and Stripes are to be carried by two Pope-Foledos and one Locambile, their nominators being Col. Albert A. Pope of Boston, W. T. Muir of Lexington, Ky., and Dr. Harold E. Thomas of Chicago, respectively. The Pope-Foledo cars are of but 50 horse-power and site to be driven by Herbert W. Lyttle and Bert Dingley, while the Locomobile racer has 90 horse-power and will be driven by Joe Tracy.

Lyttle and Tracy have had as much experience in road racing as most of their countrymen, both having driven machines in the Vanderbilt cup contest last October. Dingley, who is a novice at road racing, is the only hative American, Lyttle being an Englishman and Tracy an Irishman. Lyttle drove a 24 horse-power Pope-Toledo stripped touring car in the Vanderbilt race and was in third place when the race was stopped to prevent injury to the thousands of spectators who had begin to swarm over the course. Lyttle had not quite finished the entire distance, however. George Heath, the winner, and Albert Clement, Jr., were the only ones afficially to finish. Neither of the laster will contest for the Benefit Cup. Intuition the variety of the comparatively low powered car which the comparatively low powered car which

BIG CHESS TOURNEY.

New York Next Year.

another international chess masters' tourna-

International Chess.

Special Cable Despatch to THE SUN. OSIEND, Belgium, July 1.—Maroczy of Hungary, leader in the international chess

masters' tournament, started the second half

teenth round, and was defeated by Janowski. He retains first place, however, with half

The following transfers of yachts are re-

Dr. Edward Reynolds of Boston has sold the

will be used on Lake Michigan.

American Yacht Club Annual Regatta.

The annual regatta of the American Yacht

lub will be sailed to-morrow on the Sound,

suxiliary yawl Thora to Ex-Commodore J. P.

Denovan, New Rochelle Yacht Club. Th

ported by Stanley M. Seaman:

competition to-day with the four

International Competition to Be Held in

uncement was made yesterday that

NEW ATHLETIC PARK.

Macomb's Dam Track Will He Ready for Competitions in August.

Some time ago the Metropolitan Association of the A. A. U. of the United States apnent, to be held in New York city, and to be pointed a special committee, of which F. W. known as the Eighth American Chess Con-Rublen of the St. George A. C. is chairman, gress, is planned for January and February to cooperate with the city authorities in re-lation to the establishing of permanent of next year. It will be open to from twelve athletic grounds near the Harlem River, and contest a full two round tournament, entries after several conferences they decided to fit out No such tournament has taken place in this city since the year, 1889 when Tschigorin of Russia and Weiss of Austria tied for first prize in the contest of the Sixth American Chess Congress. The most liberal provision will be made for a prize fund and the players, beside having the opportunity of competing for four prizes of \$1,000, \$750, \$500 and \$250, respectively, will be paid at the rate of about \$25 for every game won. The prize winners will of course only receive such compensation in the first half.

The funds for the undertaking will be raised through subscriptions by patrons and honorary committeemen, gate receipts and the publication of a daily bulletin containing the scores of all the games. The management of the congress will be in the hands of Hartwig Cassel of the Manhattan Chess Club and Hermann Helms of the Brooklyn Chess Club, who conducted the international tournament at Cambridge Springs, Pa., last year, wherein F. J. Marshail of Brooklyn won the first prize. what is known as the Macomb's Dam Public Athletic Track, which is situated near the viaduct. 155th street and Harlem River. The comhas had the positive assurance Mayor McClellan that the work would be pushed on this particular track, and that he would cooperate in every way toward the erection of playgrounds, atthleic tracks and public gymnasiums for the residents of New York city.

pushed on this particular track, and that he would cooperate in every way toward the erection of playgrounds, atthleic tracks and public gymnasiums for the residents of New York city.

Yesterday Chairman Rubien had a conference with Commissioner H C Schrader, the Park Commissioner of the Bronx. Mr. Schrader has filled in and leveled off the grounds whereon the track is to be made, and it is expected that before the first of August the track will be ready for the clubs and athletes of the city of New York. The A. A. U clubs of The Bronx, particularly the Mohawk and the Mott Haven, have been cooperating with the committee toward having this athletic track completed. The track, when finished, calls for a quarter mile cinder path, with 100 yards straightaway. The date for the formal opening has not yet been decided upon, but it is the intention of Chairman Rubien to call his committee together and plan a monster athletic carnival, to be held on some Saturday agreeable to Commissioner Schrader. Valuable prizes will be given to those who finish first, second and third in each event, and it is confidently expected that it will become the place where nearly all of America's championships will be decided.

There is one feature that will be added to the pew public athletic track at Macombs Dam that will certainly appeal to the young man who has to work all day, and that is, he will be 'permitted' to take his exercise at night. That is the plan that has been decided upon by Commissioner Schrader. It is his intention to have the track strung with electric lights so that boys who are engaged in business during the day can exercise in the evening. The Commissioner yesterday stated that a house, to be devoted exclusively to those athletes who desire to use the grounds for practise purposes, would be built. The plans for this house have already been drawn and are now in the hands of the Commissioner. They show ample accommodations for locker rooms and shower rooms.

a point ahead of his conqueror. In the other cames Tarrasch and Schlechter drew, Marshall deleated Leonhardt, Taubenhaus won from Blackburne, Marco scored against Wolf, Burn disposed of Teichmann and Alapin and Tarrasch

NEBRICK RUNS FAST MILE.

Thora is a centerboard boat, 45 feet over all, New York A. C. Runner Covers Distance 50 feet on the water line, 12 feet 6 inches beam and 4 feet 6 inches draught. She was built in 1902. She made a very successful run from Besten and is now at New Rochelle.

William B. May has sold the launch Vigilo to Dr. R. S. Penbody of New Haven.
Edward Swinn has sold the sloop Whitby to Julius Steffens of Vailsburg, N. J. The Whitby is 59 feet over all, 17 feet beam, and 4 feet 6 inches draft. She was built in 182 for A. R. Park and cost \$17,000.

Dr. A. R. Starr has sold the auxiliary yawl Alga to F. R. Ryder of this city.
These charters are reported by Tams, Lemoine & Crane: Steam yacht Sultara, owned by estate of J. Montgomery Sears, to C. Oliver isclin; steam yacht Columbia, owned by J. Harvey Ladew, to Walter G. Ladd; 30 feet on the water line, 12 feet 6 inches beam in 4.26 4-5 at Corona A. C. Games. The Corona A. C. held its inaugural games at Morris Park racecourse yesterday, and a program of fine open events attracted the heat athletes of the locality. The event of best athletes of the locality. The event of the day was the mile run handicap with Nebrick of the New York A. C. on the scratch mark and conceding big handicaps to several cracks. He ran splendidly, but had not quite apeed enough at the finish to catch Winfield Bailey, who had an allowance of 80 yards. Nebrick's time was 4 minutes 26 4-5 seconds, the fastest mile recorded in this locality in some time. Sedley of the New York A. C. won the quarter mile off the 17 mark in 49 5-5 seconds. Harry Hillman was on scratch, and was only a few yards a way at the finish. iver iselin; steam yacht Columbia, owned L. Harvey Ladew, to Walter G. Ladd; of yacht Sagamore, owned by Howard lard, to R. Livingston Beeckman.

Borted by Macconnell & Cook: Steam it Neckan, chartered by Joseph S. White-to R. S. Marvin, Columbia Yacht Club.

Cook of Philadelphia to George Deming Cleveland and was only a few yards away at the finish.

100 Yard Run Handicap—Won by W. E. Finiey,
New York A. C., 6 yards; W. Francise, New York
City, 9 yards, second; W. J. Keating, New York
A. C., 8 yards, third. Time, 9 4-5 seconds.

440 Yard Run Handicap—Won by H. A. Sedley,
New York A. C., 17 yards, J. W. Miller, New York
A. C., 19 yards, second; W. H. Adams, New York
A. C., 19 yards, shird. Time, 49 8-5 seconds.
One Mile Run Handicap—Won by Winfield C.
Bailey, Mohawk A. C., 80 yards; Bart Freeman,
Xavier A. A., 55 yards, second: Fred Lorr, Mohawk
A. C., 100 yards, third. Time, 4 minutes 26 1-5
acconds. Prank Bowne Jones reports the sale of the cutter Eelin by F. L. Rodewald to C. W. Gillett of Chicago. The Eelin was built at Southampton, England, in 1899. She is 84 feet over all .58 feet 6 inches on the water line.

Xavier A. A., 55 yards, second: Fred Lorr, Mohawk A. C., 100 yards, third. Time, 4 minutes 26 1-5 seconds.

Running High Jump. Handicap—Won by G. J. Fleming, lioys Club, 6 inches, with an actual jump of 5 fect 8 inches; J. F. Weber, New York A. C., 6 inches, second, with an actual jump of 5 fect 7 inches; J. W. Price, New York A. C., 4 inches, third, with an actual jump of 8 feet 8 inches.

Putting Twelve Pound Shot, Handicap—Won by W. Schmidt, Franklin A. C., 6 feet, with an actual jut of 42 feet 15 inches; L. E. J. Feuerbach, New York A. C., Scratch, second, with a put of 46 feet 9 inches; H. M. V. Connelly, New York A. C., 3 feet, third, with an actual put of 48 feet 114 inches.

Club will be sailed to-morrow on the Sound, off Milton Point. This club has been very successful the past season and has increased very largely in membership, and it is expected that the regatta on Monday will be of more than ordinary interest.

The regatta is open for all classes of schooners, sloops and yawls, raceabouts class, the larchmontand American one design raceabout classes, the Seawanhava fifteen-foot one design class and the Manhasset one design classes in which in two or more yachts start, and second prizes will be awarded in all classes in which four or more yachts start. The races will be started shortly after noon.

ANY MAKE OF Foreign Automobiles and Tires.

We Sell All High-Grade European Automobiles

delivered in Paris at manufacturers' prices, and in Philadelphia at same prices plus duty and freight.

NOW READY for shipment in Paris, 20-24 horse power, 24-30 horse power and 35-45 horse power BAYARD-CLEMENT. Decauville, Darracq and Georges Richard-Brasier Cars. IN ANY HORSE IN

The German and French Automobile Industry, S. de FEHER, Engineer.

1515-17-19 Belmont Avenue, ---- Philadelphia, Pa.

SMALL BOYS IN RUNNING RACES

LIVELY SPORT AT OPENING OF TOMPKINS PARK.

Commissioner Pallas Sits in State While the Young Athletes Strive for Prizes

most of them in running breeches and jerseys with letters sewed on them, assisted Park Commissioner Pallas to open the new twelve lap cinder track in Tompkins square yesterday afternoon. Small boys crowded the infield and kept twenty officials and ten cops busy herding them away from in front of the grand stand. A solid bank of small boys, cheering shrill cheers, fringed the track. Stray small boys occupied the trees and the roof of the band stand. Bad small boys tried to sift through the lars of the cops. Very small boys gurgled in the arms of their mothers.

Commissioner Pallas sat iff the center of the grand stand, beside the official water pitcher, and took his ease, and the boys did all the work. It was their day. Officials whose names occupied three pages on the emerald green program toiled and sweated and argued, making little Willie Casey keep on his mark at the start, or persuading little Isidor Winkowski that it's no fair to start your relay until your man catches up with

The thing was a dead serious matter to the boys, and also to a dozen athletic directors from as many public parks, who rushed alongside every race, whooping to the contestants to keep their hands down and pull up their knees and run, you little sons-of-guns. These directors barked like a set of baseball coaches during the potato race, which was run in about twenty heats

"Now, Morris," said the director from Corlears Park to a curly headed youth. who removed a derby hat from the back of his head before he settled down on the mark, "remember to drop your potato every time. Run, Morris!"--for the pistol had gone off-"Run, you little sinner! Grab the third! Aw! Pick up that potato; what's the matter with you! Go on! You've got him! Finish! A-aw-aw!" for Morris had tumbled

ish! A-aw-aw!" for Morris had tumbled on his nose and the Adonis of Tompkins Park was beating his turner's trousers and whooping for joy.

"Anyway, I'd 'a won if I hadn't fell," said Morris, blowing his nose to conceal his feelings.

The event which tickled the mothers and its to the little girls was the widner.

gave joy to the little girls was the midget relay race. Five teams ran—every "man" under ninety pounds. There was a dispute at the start because Public School 40 had run in a "man" who looked to weigh 100 at least. It was left to Congressman Sulzer, least. It was left to Congressman Sulzer, who officiated as honorary director. Bill Sulzer lifted the "man" of School 40 and called it a good hundredweight, to the sorrow of School 40, which won anyhow. The pet of this race was a little Irishman about knee high to a duck, who ran the second relay for St. Ann's School. He toed the scratch in a pair of last year's breeches, black stockings covering very slim legs, an undershirt and a cap. The officials

black stockings covering very slim legs, an undershirt and a cap. The officials suggested that he remove the cap.

"G'wan, I can't run widout it," he replied, simply. When he got away, 10 yards behind a 90 pounder of School 40, he showed what he meant. He rippe i off the cap and gripped it in his right hand as he put on his spurt.

"Go it, Mickey!" yelled the gallery. And Mickey certainly went. He scattered cinders in every eye as he tore up the track. Yard after yard, Mickey's red top drew nearer the man of School 40, until, at the finish, he drew even and rolled over in a

nearer the man of School 40, until, at the finish, he drew even and rolled over in a state of some collapse.

"I always grabs me cap when I want to go good," he explained when he could talk. School 40 won, after all, to the sorrow of Mickey, who was consoled only when Father Feely told him that he'd be another Bernie

Mickey, who was consoled only when rather Feely told him that he'd be another Bernie Wefers some day.

The Tompkins Square running track is the second of a string which will be established in the parks of the city. The first is at Hamilton Fish Park. The third, at Thomas Jefferson Park, will be opened in August. This will have two tracks for the boys and two for the girls.

The athletic events were held under the auspices of the East End A. C. and were all confined to schoolboys. The track is built of cinders and is twelve laps to the mile, after the plan of the old grounds of the Pastime A. C. In the center are the gymnasium apparatus, horizontal bars, flying rings, ladders, swings, butts, side horses, and several other instruments good for developing the muscle. It is said the plant coat the city \$75,000 or thereabouts, though when some of the experts viewed the fixtures and compared them with those of the up to date athletic clubs they considered the item of expenditure

Running High Jump. Handicap—Won by G. J. Fleming, loys Club, 6 inches, with an actual jump of 5 feet 8 inches, second, with an actual jump of 5 feet 7 inches, i.g. W. Price, New York A. C., 6 inches, many the property of the feet 8 inches.

Putting Twelve Pound Shot, Handicap—Won by W. Schmidt, Franklin A. C., 6 feet, with an actual jump of 5 feet 8 inches.

Putting Twelve Pound Shot, Handicap—Won by W. Schmidt, Franklin A. C., 6 feet, with an actual put of 42 feet 2 inches; H. M. V. Connelly, New York A. C., 3 feet, third, with an actual put of 43 feet 1½ inches.

Henolulu Swimmer Coming to New York.

Daniel P. Remar of Honolulu, the crack swimmer, and holder of a record for the 100 yards atraightaway, will be a competitor in the A. A. U. swimming championships scheduled for Travers Island during the month of July. According to Herbert Hauser, secretary of the Pacine Coast Association of the A. A. U., he is on his way here now.

More Victories For

At Empire City Track on June 26th and at Pittsburgh on June 29th, Chevrolet, in Major Miller's 90 H. P. "FIAT" again defeated Barney Oldfield.

"FIAT" Leads. Hollander & Tangeman

3 and 5 WEST 45th ST.,

Harvey Cohen of the Irish A. A. C. were down for an exhibition of distance running, but according to the new ruling of the A. A. U. were prevented from appearing. In future exhibitions and special contests for champions will not be allowed in games for public schools, and can only be possible in open meetings sanctioned by the A. A. U. The summaries:

second: J. Brennan, Epiphany School, talled. This seconds.

Haif Mile Relay, Interpark Junior—Won by Tompkins Park, with M. Rosen, J. Florea, H. Chatyn and M. Abrahams; Seward Park second, with L. Werner, S. Richter, M. Israel and H. Grossman: John Jay Park third, with T. Sanders, A. Margoninosky, J. Robiner and F. Widder. Time, 2 minutes 8 seconds.

440 Yard Run, Parochial Schools—Prizes presented by William Colahan—Won by J. Drew, St. Ann's School. F. Klernan, St. Ann's School, second: C. Clark, St. Joseph's M. I. V., third. Time, 1 minute 11.5 seconds.

1-5 seconds. Potato Race, Junior-Won by S. Interpark Potato Race, Junior-Won by S. Levy, Seward Park, A. Lichtman, Tompkins Park, econd; J. Koenig, Tompkins Park, third. Time,

Levy, Seward Park; A. Lichtman, Tompkins Park, seconds. J. Koenig, Tompkins Park, third. Time, 33 seconds.

440 Yard Run, High Schools—Prizes presented by the Hon. W. Sulzer—Won by J. Monticlo. De Witt Clinton High School; Frank Kurcher, College City of New York, second; A. Alexander, Stuyvesant High School, third. Time 1 minute 4 seconds.

Midget Relay Race, 580 Yards—Prizes presented by Commissioner John T. Oaktey—Won by Public School 40, first team, with J. Belsier, L. Schmitt, Earl Denroche and H. Marshall; Public School 40, second team, second, with W. Craig, A. Aufforth, C. Reis and G. Kriete; Public School 25, third, with A. Tiliman, G. Zinnaman, M. Litwin and W. Schmidt, Time, 1 minute 19 seconds.

50 Yard Run, Junlor, Parochial schools—Prizes presented by George W. Harnisch—Won by J. McGoldrick, Epiphany School; J. Decgan, St. Bridget's School, second; A. Fitzpatrick, St. Ann's School, third. Time, 7 1-5 seconds.

100 Yard Run, Junlor, Public Schools—Won by Earl Denroche, Public School 40, Second; G. Gottinger, Public School, 40, third. Time, 12 4-5 seconds.

Interpark Potato Race, Senior—Won by J. Kucha, Tompkins Park; Isaac Simberg, Hamilton Fish Park, third, Time, 30 4-5 seconds.

220 Yard Run, Parochial Schools—Prizes presented by J. A. Donnelly—Won by J. Drew, St. Ann's School, P. Cunningham, St. Ann's School, Lifed-park, St. Ann's School, Lifed-park, St. Ann's School, Lifed-park, J. Ann's School, Lifed-park, J. Ann's School, Lifed-park, J. Lifed-park, seconds.
Interpark Relay Race, One Mile—Won by Hamilton Fish Park, with M. Solomon, J. Friedman, D. Greissman and I. Loder; John Jay Park, second with M. Goldzeiger, J. Amster, M. Newman and H. Kucha; Tompkins Park, third, with I. Glison, Chosenberg, M. Grotke and S. Flasther, Time, 3

NOTES OF THE TRADE.

What's Going On in Automobile Circles. Because he drew number six, which the French think is the lucky number for the sixth Gordon-Bennett cup race, Herbert H. Lytle, the American driver, with his 50 horse-power Pope Toledo, is the favorite in the classic event that will be run over the Auvergne course in France next Wednesday. Lytle writes to a friend in this country that the more he sees of the course and from his observa-tions at the French eliminating trials, he thinks his chances for winning the cup are exceedingly bright. He says that he has been practising on the course every day in a touring ear and twice

two of his schoolmates, Gerald C. Murphy, son of P. F. Murphy, president of the Mark Cross Company, and Philip North Wright son of James N. Wright of the Calumet and Hecla mines. The three boys, who are enthusiastic motorists, effect to make fast time on their journey. They

J. Hirschforn, Public School 25, third. Time, 27 2 5 seconds.

30 Yard Run, Junior—Prizes donated by Charles 50 Yard Run, Junior, Parcohial School 40; H. Pulvermacher, Public School 19, second G. Kriete, Public School 40, third. Time, 7 seconds.

100 Yard Run, Junior, Parcohial Schools—Prizes presented by John J. Haggerty—Won by B. Feeney, St. Ann's School J. McGoldrick, Epiphany School, seconds J. Brennau, Epiphany School, third. Time 11 seconds.

Haif Mile Relay, Interpark Junior—Won by Tompkins Park, with M. Rosen, J. Flores, H. Chatyn and M. Abrahams; Seward Park second, with L. Werner, S. Richer, M. Israel and H. Grossman; John Jay Park third, with T. Sanders, A. Margoninosky, J. Robiner and F. Widder. Time. 2 minutes 8 seconds.

440 Yard Run, Parochal Schools—Prizes presented 440 Yard Run, Parochal Schools—Prizes presented 440 Yard Run, Parochal Schools—Prizes presented for time only than it does when you are dout for time only than it does when you are out in a Scrimmage trying to do up the other fellows with the air full of ulst and a general whiri all yound you rown mentality seems to direct the machine. Yes, I think that anything like judicious management makes it profitable for a manufacturer to put out a big racer. It certainly costs a lot of money, but if the machine does good water in the machine does good with L. Werner, S. Richer, M. Israel and H. Grossman; J. Flores, H. T. Sanders, A. Margoninosky, J. Robiner and F. Widder. Time, 2 minutes 8 seconds.

That the methods on which Bird & Archer are running the big automobile depot on West Fortleth street are being appreciated is evidenced by the way prominent owners of automobiles are con-tracting for storage space. The big five story way prominent owners of automobiles are con-tracting for storage space. The big five story building is perfectly adapted for the business, and the finishing touches are nearly completed. This depot has been designated by the Hartford Su-pension Company as a proper place to have the shock absorbing device applied, and special ma-chinery has been put in place for this purpose.

Passing the Baker electric depot on Broadway, near the circle, one would be inclined to think that business was very quiet, for there is practically no hint of the immense, handsomely fitted salesroom on the second floor, wherein there is displayed and ready for immediate delivery a goore of the best work of the Baker factory, yet there has been transacted here a business that has established a record in the sale of electric vehicles. C. B. Elec. the general Eastern agent, is practically a newcomer to New York, yet he has made good, Perhaps he has been lucky in having the vehicle to do it with.

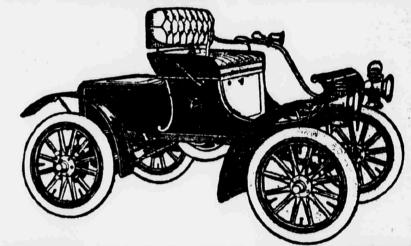
Later despatches reveal a still greater victory for the 16 horse-power Reo touring car while nego-tiating the mountain in Wilkesbarre, Pa., recently with four passengers. The incline is two miles long, while the grade is 27 per cent. The Reo en-joys the distinction of being the first motor car to climb this hill and make the descent with the same complement of passengers. Mr. and Mrs. Olds have entered for the Glidden tour July 11. One of the most interesting cars at the Morris

One of the most interesting cars at the Morris Park meet, July 3 and 4, will be the Flat, Jr., which Hollander & Tangeman have just received from Turin. This car is especially built for track racing, and was made under the personal supervision of Cedrino, the Italian driver. It carries a standard 24 horse-power engine and weighs but 1,300 pounds, Hollander & Tangeman are willing to race any machine in the middleweight class. They were much disappointed that the car was not on hand for the recent Empire meet. It arrived on the morning of the races, but got to the track too late. After the races were over both Chevrolet and Parker tried it out. They declare that it will, prove one of the speedlest machines ever turned out by the Italian manufacturers.

Harry S. Houpt received a very flattering offer for his six cylinder Thomas right after its good showing at the Empire Track last Monday, and though he was much grattified for the offer came from a gentleman well known in automobile racing circles, he turned it down. This car is Houpt's Vanderbilt cup trial eligible, and he intends to campaign it himself. Montague Roberts, Mr. Houpt's driver, now that he has a real racing machine to he udle is demonstrating more than ever that he pessess the qualities that go to make up a great driver. He is quite unassuming in manner, and a favorite with the attending public.

Dwight B. Huss, the winner of the Oldsmobile race to Portland, says that during the entire trip from New York they did not cause a single accident to a horse drawn vehicle. The repairs to his machine cost but \$17, and they only used two sets of tres, the second setstill being good for a thousand miles, and furthermore, "Old Scout" made every mile of the distance, nigh on 4,000 miles in forty days' running time, without the aid of any power except its own engage, and the strength of its drivers, as they had to pull it out of the mud a few times. An interesting bit of hill climbing was done last week with a 16 horse power Queen light touring car. With two heavy passengers the car was brought to a standaill with its front wheels at the bottom of the famous Snake Hill in Central Park.

The OLDSMOBILE a Good Investment



I More healthful out-of-doors enjoyment can be had from the new Improved Oldsmobile Runabout than from the same money speat in any other way. All the annoying automobile uncertainties that may have prevented you from buying a machine have been overcome to the smallest detail in this strong, handsome, reliable car.

Its price of \$650.00 (including lamps and horn), puts it in a class by itself—there is no other runabout that compares with it in efficiency and

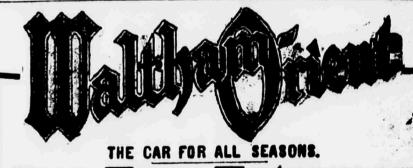
satisfaction for at least a half more money.

If The 7 h. p. New Improved Standard Runabout costs practically nothing for repairs with intellegent handling. It has been strengthened and built up to the highest point of efficiency, and is as well adapted for touring as for city use—as the successful trip of two of these cars from New York to Portland, Oregon,

I We want a live agent in every town (not already assigned). Write at once for our liberal offer. Send for catalogue showing the Oldsmobile line:

7 h. p. 7 b. p. 20 h. p. 16 h. p. Rallroad
Standard Runabout Touring Runabout 2-Cyl. Touring Car Commercial Car Inspection Cam
OLDS MOTOR WORKS, Detroit, Mich.

Harrolds Motor Car Co., Sth and Broadway. New York City.



Two Extremes.



8 OTHER MODELS AT \$425, \$475, \$525, \$1500, \$1650, **\$2000**

ALL AIR COOLED.

Model A, Bucktoard, \$875. Speed 3 to 35 miles

Deliveries.

Immediate

Waltham Mfg. Co. 1615-1621 Broadway, Cor. 49th St.

Largest Salesroom in New York.

and a horse drawn vehicle of the same type, ending in a victory for the motor wagon, for even at 7.6 miles per hour the horse drawn vehicle could not be pulled up in less than 28 feet, against the 8 feet of the motor.

be pulled up in less than 28 feet, against the 8 feet of the motor.

The next contest was between a six cylinder 45 horse power Napler and a single horse brougham, the latter being fitted with a brake. The Napler pulled up in 19 feet 8 inches tyractically in its own length; going at 13 miles an hour, whereas the brougham took five times the distance.

A 15 horse power Napler and a butcher's cart were next sent over the course at 13.8 miles an hour, the motor car coming to a full stop on signal in 11 feet 3 inches, while the cart required 38 feet 5 inches to accomplish the feet.

The final trial was between the 80 horse-power Napler racing machine and the trotting sulky. Various circumstances combined to give the sulky an even more favorable show than its predecessors.



HORSES AND CARRIAGES

needed for there are still many people who find it difficult to believe that motor cars are safer than any other type of vehicle. These trials proved a revelation even to automobilists, while the unfair-HORSEMEN, DON'T ing evidence of the tape convinced the unfail-public. ing evidence of the tape convinced the general public.

The methods of conducting the tests were thorough and fair; the weather conditions, however, favored the horses rather than otherwise, as a heavy rain had been failing all the morning, and the surface of the read was completely soddened, causing the ears to skild forward even when the wheels were locked. The track was crossed at intervals by broad, whitewashed lines, and at each line two men were stationed, each with a flag held aloft. The competitors were then sent down the track at various speeds, and stopped at one of these lines by dropping the flags. As the stopping points was constantly varied, the operators at no time knew when they were to be signaled to stop, consequently they were not prepared in any way by being forewarned.

The first trial was between a motor mail wagon and a horse drawn vehicle of the same type, ending Sacrifice a good animal because he's lame. WE CURE LAME HORSES

under binding guarantee or money refunded, by our scientific resolvent and absorbent treatment. We remove the cause and CURE THE LAMENESS. A trial package of Plaine Liniment, Veterinary Plaine (olniment) and our valuable bookiet, telling how to detect and locate seat of lameness sont prepaid for \$1; and if you are not satisfied we refund your money.

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as the driver was an expert, while the horse was trained to circus work. Again the car with the longest wheel base was pitted against the shortest combination of horse and carriage. In the first trial the distances at 18.4 miles an hour were 24 feet and 35 feet in favor of the hig Napler, and is the second 26 feet and 45 feet, also in favor of the racing car. Among those who witnessed the trials were Scott Montagu, Col. Holden, Col. Mark Maybew, Lord Royston and a representative of the local covernment Loard.

E. B. Gallaher has just sold a 26 horse-power Cleveland car to Charles F. Murphy, leader of Tammany Hall. This is but one of five Clevelands which Gallaher disposed of last week, R. G. Collins, chief engineer of the Pennsylvania terminal being another one of the purchasers. The way this car has caught on verifica its selection by the Richard agent to sell in conjunction with his great imported car.

a week with his racing machine. A recent ruling permits the fast cars to use the roads only two days during the week. Lytic says that his car is especially suited for the work that will be demanded on the long journey, for it can travel as fast as the roads permit and, moreover, the flexible meter, for which the Pope-Toledo cars are famed, will enable him to make the turns with comparatively little loss of time. The automobile world now awalts the outcome of the big event, and it is gen-

bottom of the famous Snake Hill in Central Park. Starting on the high gear the car ascended the hill and made the circuit without difficulty. This hill has a grade of from 7 to 10 per cent., with sharp turns, and many high powered cars have to rush it to take it on the high gear. C. A. Duerr, the Queen agent, has been vegetating in Maine the past week. He is expected back to morrow to attend the Morris Park races, after which he goes on an extended vacation.